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THE HAMILTON PLANNING BOARD
CITY HALL
HAMILTON, ONTARIO

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REPORT AND SUBMISSION REGARDING

**DESIGN FOR DEVELOPMENT:
THE TORONTO CENTRED REGION**

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Hamilton Planning
Department

Design for Development:
the Toronto Centred
Region

Submission to the
Government of the Province
of Ontario

through the Honourable
Charles MacNaughton
Treasurer of Ontario and
Minister of Economics

regarding

**DESIGN FOR DEVELOPMENT:
THE TORONTO CENTRED REGION**

Prepared by the Planning Department
under the direction of the
Hamilton Planning Board and
unanimously approved by the
Council of the Corporation of the
City of Hamilton, Ontario, on
Tuesday, October 27, 1970.



WHEREAS the Premier of Ontario, with the June, 1968 release of The Metropolitan Toronto and Region Transportation Study, asked for submissions to be presented to the Provincial Government through the Department of the Provincial Treasurer, and

WHEREAS in response to this request on November 12, 1968 Council adopted by resolution Section 9 of the 18th report of the Hamilton Planning Board, consisting of a five point recommendation accompanied by a 77-page "Hamilton Area Regional Development Study", and

WHEREAS said report was forwarded through the Provincial Treasurer to the Government of the Province of Ontario, and

WHEREAS with the May, 1970 release, the Government of the Province of Ontario asked for further submissions, in regard to Design for Development, The Toronto-Centred Region,

NOW THEREFORE, the Council of the Corporation of the City of Hamilton wish to reinforce their submission adopted by City Council on November 12, 1968 and submitted to the Government of the Province of Ontario by the following 8 recommendations and 3 comments concerning "Design for Development, Toronto-Centred Region".

We recommend:

- 1) That an extension be instituted as soon as practicable of the established GO Rail Transit System into Hamilton as a 20-minute service so GO trains would run from Hamilton through Toronto to Oshawa, instead of terminating in Oakville.
- 2) That a secondary GO transit service based on Hamilton be established in the future to run at 20-minute intervals from Oakville through Hamilton to the area of possible future development on top of the Escarpment east of Hamilton (Grimsby, St. Catharines) and phased half-way between the train schedule of the Toronto based service. In the more distant future, this service might be extended on top of the plateau to Fort Erie or Buffalo.
- 3) That the western tip of Lake Ontario be rounded by a double horseshoe of freeways instead of funneling all traffic over the difficult stretch of Burlington Beach.

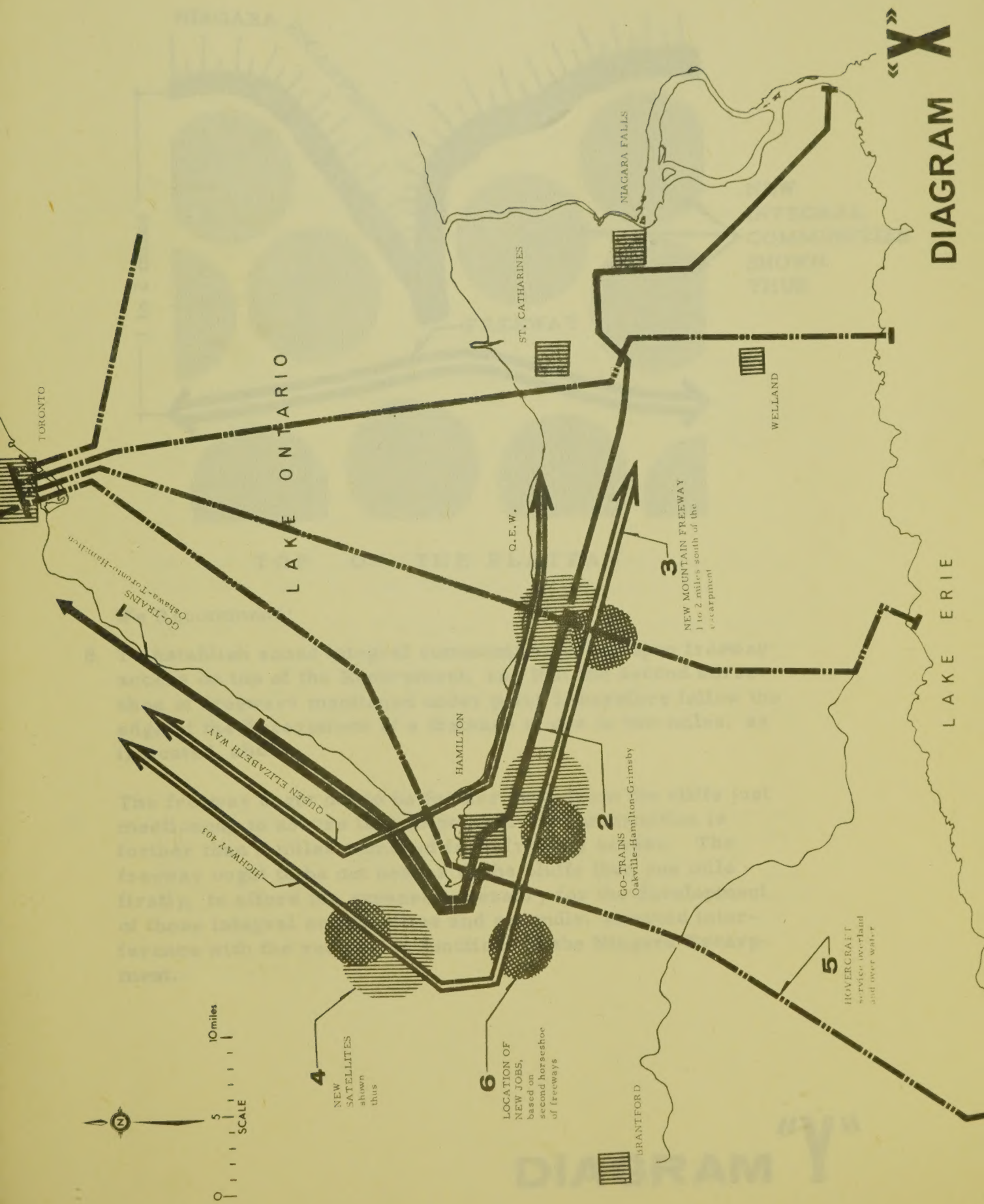
That, to achieve this, a second Freeway alignment between Toronto and Niagara Falls be established to parallel the Queen Elizabeth Way. This would provide for Highway No. 403 from Toronto to link up on top of the Escarpment with the Mountain Freeway. This alignment would continue on top of the plateau extending easterly along the Niagara Peninsula to connect with roads systems in New York State.

- 4) The provision of these additional transportation facilities would create favourable conditions for a development on top of the Escarpment such as a satellite city to be established in the general area south of Grimsby on top of the bluffs.
- 5) A most distinctive feature in this Region is the alternation of land, water, land, water, land...Lake Ontario and Lake Erie being the water surfaces and Niagara Peninsula, the land in between. The amphibious means of the Hovercraft appears to offer an excellent means of transportation, in this particular topography. The fifth recommendation, therefore, is to examine the possibilities opened by this new means of rapid transit.

Operating on routes from Toronto across Lake Ontario to Hamilton, other urban centres in the Niagara Peninsula and across to Lake Erie and to urban centres further south (as indicated upon attached diagram "X"), this could very well provide a 15 minute travel-time service between Toronto and Hamilton.

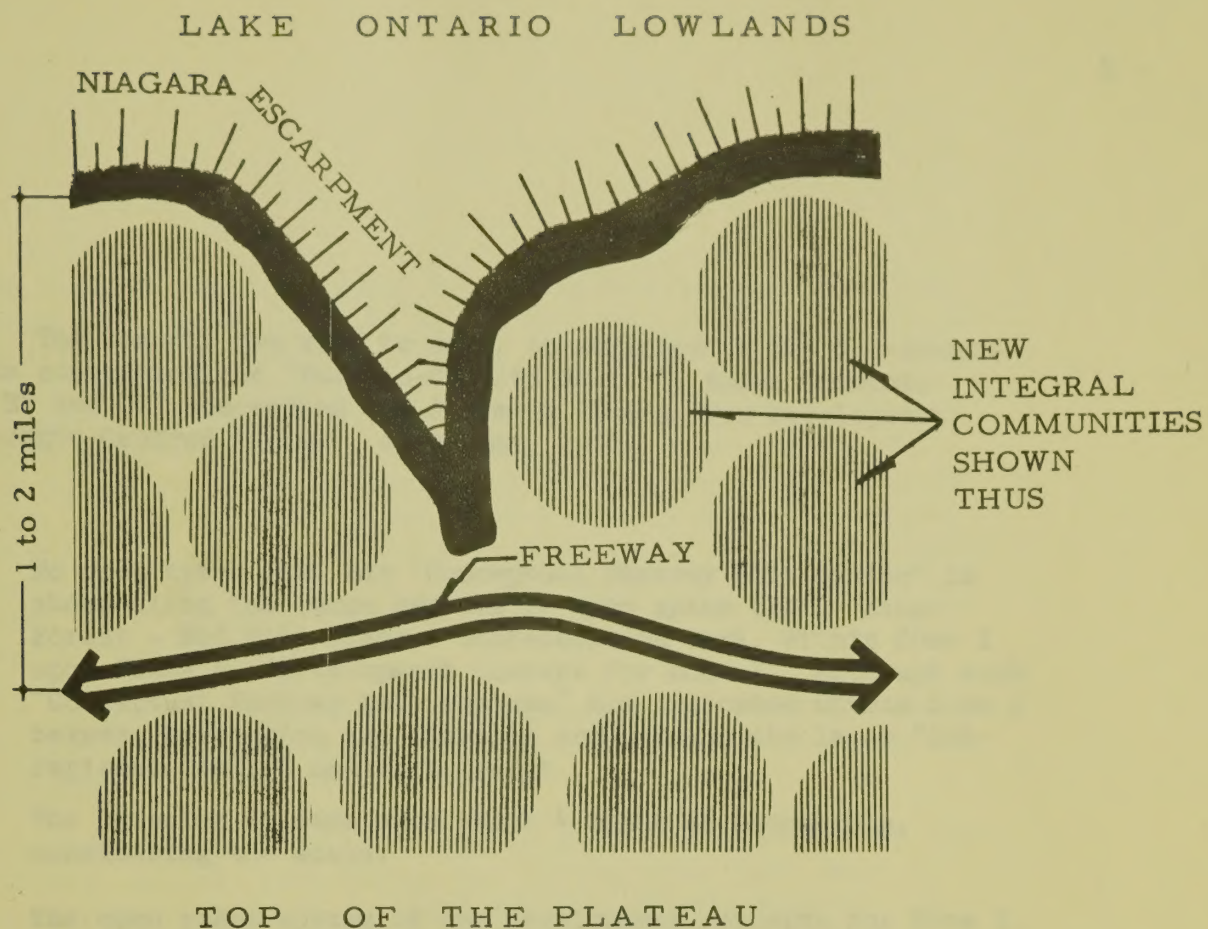
- 6) That the possibility of locating nodes of employment on top of the Escarpment be considered, based upon the outer horseshoe of freeways, as indicated upon the attached diagram "X".
- 7) That, if the employment facilities mentioned under point 6 be in manufacturing, such industries be established on the outside of the outer horseshoe of freeways in the general location where the freeway cuts an existing or proposed railway line, or near an airport, as indicated upon the attached diagram "X".
- 8) To establish sound integral communities based upon freeway access on top of the Escarpment, and that the second horseshoe of freeways mentioned under point 3 therefore follow the edge of the Escarpment at a distance of one to two miles, as indicated upon attached diagram "Y".

The freeway ought not to be further away from the cliffs just mentioned, to assure that no point of the communities is further than 2 miles removed from freeway access. The freeway ought to be not nearer to the bluffs - firstly, to afford the expanse necessary for the development of those integral communities and secondly, to avoid interference with the recreation functions of the Niagara Escarpment.



DIAGRAM

«X»



We Recommend:

8. To establish sound integral communities based upon freeway access on top of the Escarpment, and that the second horse-shoe of freeways mentioned under point 3 therefore follow the edge of the Escarpment at a distance of one to two miles, as indicated above.

The freeway ought not to be further away from the cliffs just mentioned, to assure that no point of the communities is further than 2 miles removed from freeway access. The freeway ought to be not nearer to the bluffs than one mile - firstly, to afford the expanse necessary for the development of those integral communities and secondly, to avoid interference with the recreation functions of the Niagara Escarpment.

The Council now wish to make, in addition to the 8 recommendations concerning the "Toronto-Centred Region", three comments - "A", "B" and "C" concerning the document "Design for Development: The Toronto-Centred Region", dated May, 1970.

- A) No open space link nor "Conceptual Parkway Belt System" is shown along the large expanse of open space belt - Kings Forest - Red Hill Creek - Confederation Park, within Zone I upon Plate 5, "Development Concept for Zone I", although such "Conceptual Parkway Belt Systems" are indicated within Zone I between Burlington and Oakville and between the later "Sub-regional Centre" and Port Credit.

The omission of same upon Plate 4 might be acceptable, considering the scale.

The open space system of the development concepts for Zone I, shown upon Plate 5, also falls short of Dundas Valley.

Although "Design for Development, The Toronto-Centred Region" May, 1970, covers part of the area east of Hamilton, our considerations of the Open Space Policies within the Niagara Peninsula, namely those policies affecting Hamilton, will be treated in our submission regarding the South Ontario Development Area.

- B) We would question the boundaries of the "Lake Shore Urbanized Area" as shown upon Plate 5. A revision of these boundaries ought to be made, perhaps as suggested upon the attached sketch "B" where, it will be noted, most of the drainage area of the Twenty Mile Creek is excluded from urbanization; everything else in the region around Hamilton is included within "Zone I" of Plate 3 and within the "Lake Shore Urbanized Area" of Plate 4.

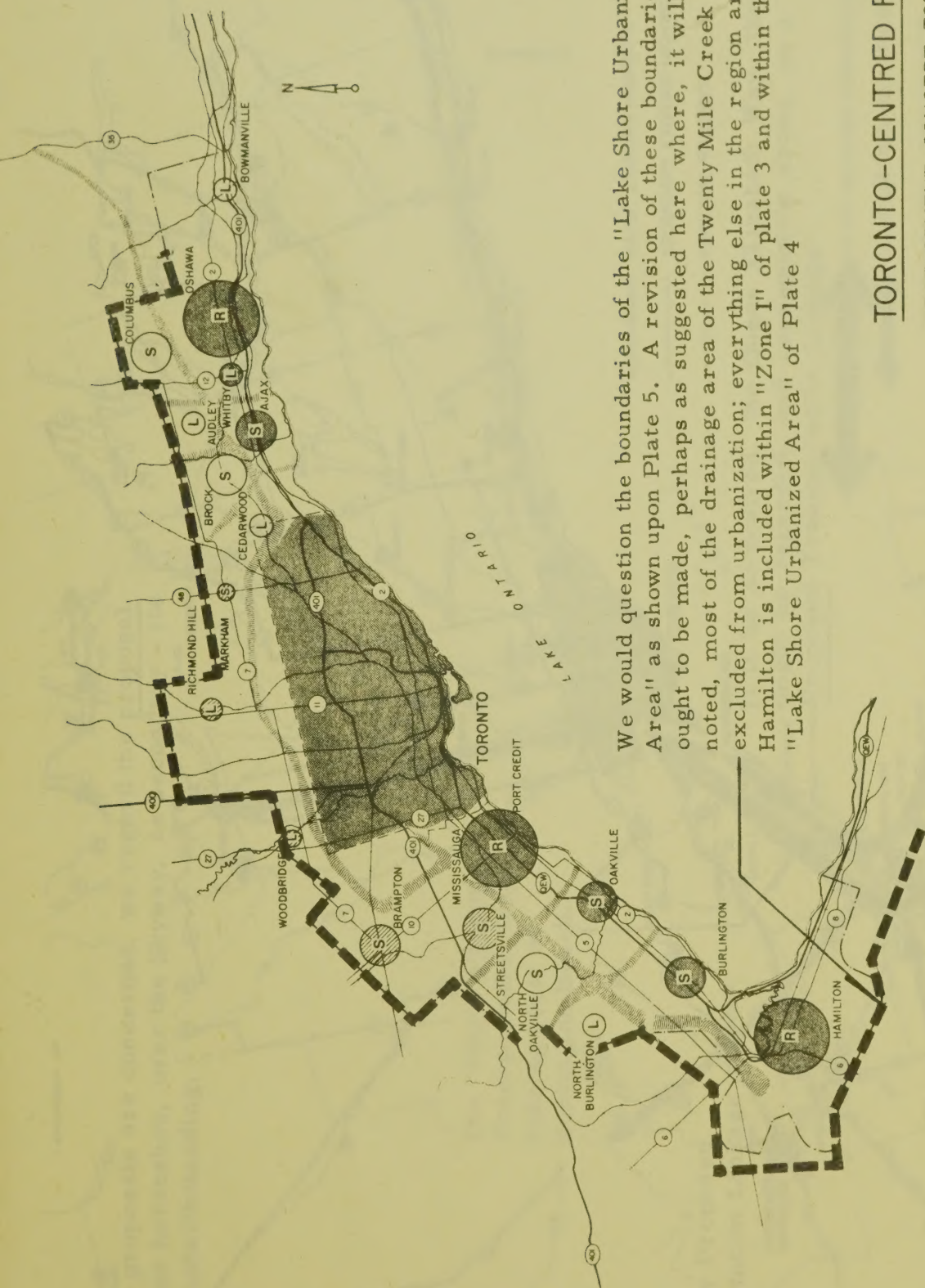
C) The single "Major Proposed Transportation Linkage" depicted upon the overlay of Plate 4, and the same linkage shown upon Plate 6, is in conflict with the principle of rounding the western tip of Lake Ontario by a double horseshoe of freeways, instead of funnelling all traffic over the difficult stretch of Burlington Beach. As far as proposals are concerned, we regard the inner horseshoe, over the Skyway, as secondary - its volumes notwithstanding, and we are of the opinion that Plate 6, as well as the overlay to Plate 5, should be amended, perhaps as shown upon our attached sketch "C", by depicting the "Major Proposed Transportation Linkage" running clear of Burlington Beach.

If it be so desired, the Queen Elizabeth Way, through Hamilton, might be regarded, and consequently shown, as a "Secondary Proposed Transportation Linkage".

We wish to emphasize here that we want to distribute the densities, and the activities, and consequently land uses, not concentrate them all on the shoreline of Lake Ontario. If we are ever to build a 12-lane replica of Highway 401 through our region, such facility ought to be aligned along the outer horseshoe.

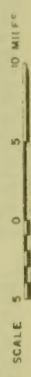
In the north west of Hamilton, the location of the outer horseshoe of freeways should be studied in conjunction with the question of potential employment nodes in East and West Flamborough, and with the problems of Escarpment preservation of Mount Nemo.

Our observations are led by a desire of trying our best to conserve the unique features of the area, including the soft fruit belt. Our recommendations are not based on traffic engineering considerations alone, but with the conviction that the overall roads plan should be established so as to serve a sound land use within The Niagara Peninsula and The Hamilton Region.



We would question the boundaries of the "Lake Shore Urbanized Area" as shown upon Plate 5. A revision of these boundaries ought to be made, perhaps as suggested here where, it will be noted, most of the drainage area of the Twenty Mile Creek is excluded from urbanization; everything else in the region around Hamilton is included within "Zone I" of plate 3 and within the "Lake Shore Urbanized Area" of Plate 4

TORONTO-CENTRED REGION DEVELOPMENT CONCEPT FOR ZONE I



"B"
SKETCH

NOTTAWASAGA BAY

As far as proposals are concerned, we regard the proposal of the inner horseshoe, over the Skyway, as secondary - its volumes notwithstanding.

The "Major Proposed Transportation Linkage" running clear of Burlington Beach.

Secondary Proposed Transportation Linkage

Secondary Proposed Transportation Linkage

Secondary Proposed Transportation Linkage

If it be so desired, the Queen Elizabeth Way, through Hamilton, Oakville might be regarded, and consequently shown, as a "Secondary Proposed Transportation Linkage".

Proposed Transportation Linkage

MAJOR PROPOSED TRANSPORTATION LINKAGES
SECONDARY PROPOSED TRANSPORTATION LINKAGES

TORONTO-CENTRED REGION

REGIONAL TRANSPORTATION CONCEPT

SCALE 5 0 5 10 15 20 MILES

"C"
SKETCH



THIS SUBMISSION, unanimously adopted by the Hamilton Planning Board at the public meeting of September 24, 1970, and concerning

THE TORONTO CENTERED REGION

with a similar Submission on the South Ontario Region, together constitute the ELEVENTH report of 1970, of the Hamilton Planning Board

THIS SUBMISSION was subsequently recommended for approval by the Board of Control in the 40TH REPORT of 1970, dated October 23, 1970, (item 25), to City Council.

IN THE PUBLIC MEETING of Tuesday, October 27, 1970, this Submission was unanimously approved by the Council of the Corporation of the CITY OF HAMILTON.